

AGC/WSDOT Structures Team March 21, 2008 Meeting Minutes

Members

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¹ Team co-chair

Guests

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Topics – SEW Barrier Strip Feature, Owner Designed Moment Slabs, Pile Driving Specification, Early Formwork Release <24hrs, Concrete Performance Specifications, Roadway and Bridge Approach Slab Specification

The meeting started at 09:00.

1. Approval of Meeting Minutes

February minutes were not available. They will be reviewed and approved at the April meeting.

Action Item: February minutes will be reviewed/approved at the April meeting.

2. SE Wall Barrier Strip Feature

Mo said that the WSDOT Bridge and Structures Office is open to the idea. Strip features will be addressed after new moment slab barrier design is completed. See item 3 below for discussion on moment slab barrier.

Action Item: Address after new moment slab barrier design is completed by WSDOT.

3. Owner Designed Moment Slabs

Design of moment slab barriers is cumbersome for proprietary wall suppliers. Why can't WSDOT provide design for moment slab barriers?

WSDOT Bridge and Structures Office thought moment slab barrier design changed with the wall system. The team says this is not the case. WSDOT Bridge and Structures is agreeable to doing this design. Bridge and Structures is working on changes to the moment slab design to make construction easier. The new design concepts will be available for the Team for review and feedback in April.

Action Item: No further action is needed at this time.

4. Pile Driving Specification Modifications

Mo handed out a proposed pile driving specification with changes noted in red and requested feedback. Team discussion included the following:

- What is meant by "extended hammer length"?
- Typical hammer length 12 – 15 feet.
- Remove "extended" and add a minimum lead length of 35 or 36 feet.
- If operator changes, is a new PDA required?
- Discussed value of PDA.
- Discussed "soil strata".
- The first two sentences appear to be in conflict.

Consensus:

Leave "operator" in specification.

Delete "strata".

Action Item: The specification will be modified based on the team discussion and a revision will be provided at a future meeting.

5. Release of Forms in < 24 Hours

Team discussed 24 hour cycling of traffic barrier forms requires the forms to be stripped in less than 24 hours. This is contrary to 6-02.3(17)A. This requires a significant number of early break cylinders. Mo said the Materials Office input was this is what maturity meters are for. Team discussion included the following:

- Discussed after how many hours to strip barrier forms and what strength should be required. Consensus was 12 hours and 1400 psi.
- Discussed maturity meter use. This requires correlation.

Action Item: Mo will prepare a draft specification revision allowing stripping barrier forms at 12 hours and 1400 psi for review by the team and the State Materials Engineer.

6. Concrete Performance Specifications

Mo gave a presentation on proposed alternatives to current practice.

Team discussion included the following:

- Concerns were raised about some suppliers, particular those that are smaller more remote not being interested in supplying performance specification mixes for WSDOT work. This led to a discussion of portable concrete plants as an alternative. Contract time would need to be provided for performance testing. Portable plant would need to be included in project permitting.
- Discussed current Oregon DOT practice for bridge deck finishing. Texture is ground in after deck is cured. Concrete mix includes 90 minute set retarder. Finish machine is run parallel to bridge skew.
- Discussed how burlap, cure blankets, etc. can be placed quickly on wide structures. When presoaked, some materials are too heavy to be placed immediately on wide structures.
- Rock pockets in tall walls. This is an ongoing concern. Mo asked if the specification should designate the number of hoppers required. Discussed how to reduce rock pockets. Change mix design to 3/8 inch aggregate and include superplasticizers. Don't become more prescriptive. Have a pre-pour meeting for tall walls. Allow horizontal construction joints.
- Self Consolidating Concrete (SCC). This would require a stronger forming system for walls.

Action Item: No further action by the team.

7. Roadway Slabs and Bridge Approach Slabs

Mo passed out a draft revised specification for section 6-02.3(10) Roadway Slabs and Bridge Approach Slabs. Mo requested feedback on this revised specification. One member of the team requested the new specification not preclude running finish machine longitudinal to centerline on approach slabs.

Action Item: Mo to e-mail copy of specification to team. Team to provide comments at next meeting.

The meeting was adjourned at 12:00. The next set of meetings are scheduled for **18 Apr 08**, **16 May 08**, and **27 Jun 08**.